

CLASSIFICATION SECRET

COUNTRY

East Germany

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SECURITY INFORMATION

Approved For Release 2002/07/12 : CIA-RDP80-00810A000700220008-2

TOPIC

Werneuchen Airfield

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EVALUATION

see below

PLACE OBTAINED

25X1A

DATE OF CONTENT

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DATE OBTAINED

DATE PREPARED 26 February 1953

REFERENCES

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PAGES

4

ENCLOSURES (NO. & TYPE)

REMARKS

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SOURCE

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1. The following observations were made at Werneuchen airfield between 3 and 17 January 1953:

3 and 4 January. There was bad weather with snow and rain. No air activity was observed at the field.

5 January. Between 10:30 and 11 a.m., the noise of running engines was heard but no air activity was observed. It snowed and there was hazy weather.

6 January. At 11:20 a.m., an Li-2 plane took off and headed northwest. There was a scattered cloud base. An IIL-28 plane was aloft between 12:30 and 1:15 p.m., and a biplane landed at 1 p.m.

7 January. It snowed during the morning and the weather was hazy in the afternoon. No air activity was observed.

8 January. There was no air activity while the cloud base was scattered.

9 January. Between 11 a.m. and 4 p.m., there was air activity by IL-28 planes which flew individually and remained aloft for 20 minutes. Ground visibility was limited to 1 km.

10 to 12 January. There was no air activity in foggy weather.

13 January. Jet bombers of both types individually circled over the field at an altitude of 500 to 600 meters. There was a scattered cloud base.

14 January. Nine flights were made between 10:30 a.m. and 3:30 p.m. The ceiling was at an altitude of 300 meters.

15 to 17 January. There was no air activity.¹

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2. On 17 January, truck [] occupied by 4 officers and 7 NCOs wearing black-bordered blue epaulets, proceeded toward Werneuchen. The soldiers made purchases in the Trade Organization (HO) store, the camera shop and other shops.

- 25X1X [] 3. On 15 January, an inspection or exercise at the field was started at a signal. A plane made ready and taxied to the take-off point although there was dense fog. The engine of aircraft was stopped at the take-off point. After some time 18 to 20 aircraft were towed by trucks to the dispersal area in front of the hangar. The trucks were occupied by the aircraft crews. At the same time, about 250 air force soldiers armed with rifles and bayonets marched to the landing field where they lined up. Four men had red flags on their bayonets. A total of about 60 officers, who were holding a briefing, apparently including several high ranking officers, were observed in front of the assembled troops. Subsequently, the troops marched in platoons to their barracks buildings. On 17 January, Soviets with gas masks were observed at the field. 2

4. [] on a bulletin board in a barracks building at the field. A map of Europe in an instruction room showed arrows leading from Moscow through the areas north and south of Berlin toward the English Channel. Source believed that the map was new. 3

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5. Source observed that the guard mount by a detail of 80 to 100 men took place every day at 4 p.m.
6. On an evening in January, a truck with a trailer, each loaded with a crated engine, moved from Strausberg to Werneuchen. Similar crates in various sizes had been repeatedly observed in the depot in Strausberg. 4
7. On 27 January, 15 railroad tank cars from Riesa arrived at the field and were rolled to the new fuel dump in the southern section. Previously, the aircraft were refueled from the fuel dump in the northern section of the field. 5
8. It was rumored at the field that the hangars were to be provided with AAA towers. Locksmith's work was already under way. 6

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11. The following observations were made at the field between 19 and 29 January:

19 January. Between 3:30 and 4:30 p.m., there was rainy weather and air activity by jet bombers which took off in groups of three in rapid succession, the intervals between the individual flights being about 20 minutes. Subsequently, the aircraft headed west.

20 January. There was no air activity in foggy weather.

22 January. Between 12:30 and 4:30 p.m., some jet bombers made individual flights of one hour.

23 January. Air activity started at 9 a.m. by aircraft which took off individually. There was clear frost weather. The planes were still in the air at 5 p.m.

27 January. No flights were made in heavy snowfalls.

28 January. Two jet bombers took off at 12:40 p.m. in rainy and stormy weather. They were not observed landing throughout the day.

29 January. No air activity was performed in rain and storm. ¹

12. In late January, ties, rails, and other parts of portable railway sections were dispatched from Werneuchen to Brandenburg and to Birkenwerder for the construction of a railway by-pass. According to a kitchen help, the kitchen equipment was also to be shipped to Birkenwerder. During the second half of January, construction work was in progress only at the northern fuel dump where the underground fuel containers were being installed. About 150 workers were still employed in late January. A portion of the laborers previously employed at the field were transferred to Birkenwerder for construction work on the railway by-pass. ⁸

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1. Comment. The IL-28 planes assigned to the two bomber regiments at Werneuchen airfield only practiced individual flying; this type of air activity was performed even at a visibility of 1 km on one day.

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2. Comment. An alert was apparently practiced. According to the number of aircraft observed, one of the two regiments participated in the exercise. About 36 IL-28s were previously counted at Werneuchen airfield.

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4. Comment. A supply depot of the Twenty-Fourth Air Army is located in Strausberg. Among other equipment, this depot supplies the required aircraft engines to the units at the field.

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- 25X1A 5. Comment. Two fuel dumps with the official designations Fuel Dump South and Fuel Dump North are located at Werneuchen airfield. Since early January 1953, work has been in progress on the northern fuel dump. 25X1A
- 25X1A 6. Comment. A confirmation of this information would mean that AAA protection was intensified at the airfield. No similar observations have been made at other airfields.
- 25X1B 7.
- 25X1A 8. Comment. This information refers to the Birkenwerder-Wustermark railroad bypasses of the northern ring around Berlin. A connecting loop is under construction in Brandenburg. The information is believed to be correct.

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